THE NEW REGIME

Important Meeting of the Department of Docks.

The Public Voice in Regard to the Wharves and Piers.

PLANS FOR IMPROVEMENT.

INVENTIONS AND INNOVATIONS.

The new Department of Docks held a public meeting yesterday afternoon for the purpose of hearing the views of those interested in or desirous or seeing improvements on the water front and the estab ment of permanent wharf accommodations. The meeting, which was largely attended by solid men, and 848 Broadway, the following Commissioners being present:—John T. Agnew, President; Wilson G. Hunt, Hugh Smith, William Wood and Richard M, Henry. Among the audience were Messrs. Peter Cooper, Charles H. Haskell and a host of heaveninventors, each one of whom firmly believed nimself to be the destined instrument in the hands of Providence to regenerate riparian New York, and that his plan was certainly one of Divine inspiration. At least one would think this to be the case from the anxiety to be heard on the subject. Mr. Agnew stated the object of the meeting, and said the com satoners desired a full expression of opinion on the subject, and that each plan presented would have a fair and strictly impartial consideration of its merits. He then called upon Judge Joseph F. Daly, newly elected to the Court of Common Pieus,

PERTINENT REMARKS

He said:-The popular confidence in this Board, its nexceptionable members, their experience, nonpartisan character and unpolitical bias entitle it to the earnest consideration of all who desire to see the needed improvements. The circumstances under which they were appointed, being the beginning of reform in municipal government, the beginning of a new era, where every function of power is to be applied to the substantial benefit of the governed. There the first ever organized in the United States which is solely devoted to the working out of a sysem of wharves-the appropriateness of such a dis tinct department in a large commercial city like New York, which is confessedly the mercantile centre of the Continent. She has monopolized nearly all the European lines of ocean transit and gathered nearly all the internal sources of trade. She possesses twenty miles of river front, which needs no excavation or any preparation but the construction of a wharf to be available to commerce. She has the finest natural facilities for shipping in the world. It is, perhaps, this ease and convenience which prevented us from having a good system of wharves. The merchant needed only to drive piles through the firm mud to the sand tom and place on them a plank flooring to have a substantial pier, with a depth of water sufficient for all wants. The present style of wharves has been used in New York for over 200 years. Our mercantle and dwelling-house architecture has improved, but not our wharves. Our ships and the commercial navies of the world have progressed through successive stages; but we receive them at the same kind of piers we had for the Dutch schooners of old Amsterdam.

Now, let us see on what suggestion your Board has been instituted. The wharves and piers of New York have been condemned by all authorities for many years past. They are admitted to be, first, inadequate to the wants of convenience; second, disgraceful as structures; third, dangerous to health and disastrous to commerce.

STATE IN 1865.

Senate April 4, 1865, said:—

These piers projecting into the stream, being filled in with earth, wood and stone, constitute a partial dam, which obstructs the currents of the Hudson and East rivers, creates atili water between the slips which they form and finto which the sweets of the city debouch, leaving in the still water thousands of this fills, composed of animal and vogetable matter, which rots and festers at the water's edge. This source of mortality in New York cannot be exaggerated. It is organized pestilence, according to the statutes of the State of New York in such cases made and provided.

In 1867 a committee of the Senate appointed by a recolution of that body to examine this subject reported as follows to the Senate:—

In 1867 a committee of the Senate appointed by a re-olution of that body to examine this subject reported as follows to the Senate:—

The condition of the piers, wharvas, bulkhrads and alias of the harbor of New York is most deplorable, and is a direct of New York. There is a comprison the systematic neglect and waste. It may be safely said that of all the seventeen miles of water front of the city of New York, not a single pier owned by it, unless those leased to and occupied exclusively by ferries, steamships, ratroads, or some corporation or firm who, by right or against law energies absolute or entire control, is either commodious or safe. Hence the general interests of commerce suffer, and business demanding wharf accommodation is being driven to the shores of New Jersey or elsewhere. The rates of wharfage neither pay interest on the value of the property or keep the structures in repair, and consequently a general revision and control of both the structures and their use seems imperative and demands prompt sitention.

ORIGIN OF THE BOARD.

In 1866 the Mayor reported to the Senate and the shipowners sent a memorial couched in much the time same language as the above. In 1866, '67, '68 and '96t he Citizens' Association applied to the Legislature for the creation of a separate board to have charge of the creation of a comprehensive system of wharves adequate for our wants.

OUR PRESENT COMMERCE.

Now, then, you will see why you have been asked what are the commercial wants for which you are required to institute this system. At first you have a city of over 1,000,000 of inhabitants, and with real and personal property amounting to over \$1,000,000,000, This city is the gateway of a State containing over 3,000,000 of Inhabitants, and with real and personal property amounting to over \$1,000,000, one of transportation lines bringing an enormous traffic, which constantly increases. In 1853 the freight in tons on the New York railroads and canals was as follows:—Eric Railroad, 3,908,243 tons; Central Railroad, 3,5

Saites.

Power of the Board.

Now, what is the subject matter on which you have to administer? You have twenty miles of water front and 155 wharf structures. Of these sixty-four are owned by the city, thirty-seven of which the city owns part, and fifty-four owned by private parties. Nearly all the piers are built upon land owned by the State. What are your powers? First—You are vested with the exclusive charge and control of all the wharf property owned by the city. By this you are invested as trustees with, perhaps, the greatest trust ever confided to a single Board in this city. It comprises sixty-four wharves and half of thirty-seven wharves, besides the bulkheads, sipps and basins connected therewith. This property, in its present state, is worth about ten milions of dollars. Second—You are empowered to acquire, by process of law or by

of an estate worth, in round figures, nearly twenty millions of dollars. Third—All the land under water upon which these docks stand you are to procure to be vested in iee in the Corporation of this city, and to take charge of whenever in your judgment the public interest demands that you should call upon the Commissioners of the Land Office to convey it under the authority of the same act.

DUTIES EXPECTED.

Upon this vast estate you are to enter and, like diligent and faithful trustees, there erect a succession of wharf structures which shall be not only sufficient for the present needs of our commerce, but also sufficient for the future increase and expansion thereof.

You are therefore bound to give the first and most

of Asia.

What you are now to do cannot be undone except at the cost of New York supremacy. You are to prepare for the greatest trade that ever flowed through a single city, and if, when the exigencies of that trade arrive, your work is fauity and your plan is found to be inadequate, the generations which succeed us will have no time to alter its general scope, but must lose the benefits they would attain by a wise and

is found to be inadequate, the generations which succeed us will have no time to alter its general scope, but must lose the benefits they would attain by a wise and PAR-SEEING POLICE.

I therefore submit to you that however vast and colossal your undertaking may seem to be, when your judgment accepts a definite plan you must pursue it, although the trade of to-day dwarf into pigmy proportions. Besides, you are not working "for a day, but for all time."

Now, to descend to particulars. The RIGHTS AND CONTROL

vested in you by this act exceed those ever yet vested in the local authorities of this city or parted with by the State. The State, the sovereign power, has given up to you many powers which it has already withheld jealously from any board or commission. You are invested, in the first place, with the right to take its property; in the next place, to build without restriction such structures thereon as you deem just, and lastly, to fix the rates of wharfage for the docks you build.

THE BREADTH AND SCOPE

of these immense grants of property and power strip the subject of improving our water front of many yexatious questions which formerly encumbered it. You have no longer to steer between the rights of the State in its legislative capacity to direct the use of them waters, the rights of the city as a corporation in its land and docks, its police power to regulate the use of them, and the rights of private owners over their wharves. You can take the property of the States which it ofers as a gift to commerce; you can take private property by making due compensation, and you assume the whole power of the city, being trustees in place of former officers.

RESPONSIBILITIES OF THE BOARD.

Thus vested with the whole subject matter, without a question as to your right and authority, you alone are responsable for the wisdom and efficiency of your work. And you have another duty to perform as trustees—that 'as to the financial part of your labors. You are permitted to raise, by fifty years' bonds, at seven per cent

It must be borne in mind that a

BROAD RIVER STREET

on both sides of this island of 100 feet in width, with
room for every variety and need or transportation,
ooth for freight and passengers, with splendid docks
and warehouses, multiplies many times in value the
private property on the adjoining streets, and increases in aimost incredible proportions their own
value. Your work is to make New York rich, and
to prepare for the accommodation and accumulation
of its riches. With care and conscientious
wisdom and economy tuits can be done, and there is
not, I believe, a citizen of this city who doubts that
this Department can accomplish all that is expected
of it.

I have made, in behalf of the Citizens' Association,

of it.

I have made, in behalf of the Citizens' Association, many addresses before our Legislature and elsewhere in favor of the establishment of such a department, and the subject is a favorite as well as an old one with me; but I can harsly express to you the deep sense of thankfulness I feel at seeing a project so vital to the interests of this city at last happily inaugurated and destined to success.

At the conclusion of Juage Daly's speech plans were presented by the following gentiemen and corporators:—New Yerk Pier and Warchouse Company, S. B. B. Noland, engineer; Theodore Allen, Howe & Colion, H. E. Fowle, James B. Wilson, R. A. Cheseborough, Alfred P. Boller, B. D. Perkins, R. A. Glipin and Charles Pontez. Most of these embrace also correlative plans for sewers, embankments and warchouses. Some proposed a system of iron piers, others stone piers, and one iron piers covered with concrete, as a protective against sait water. One genius thought of building embankments over the Narrows and Kills at Staten Island and away up at Harlem, so as to make a complete dry dock of both rivers. The majority of the plans, however, seemed feasible. The first offered was

THE NOWLAN PLAN, which, in the words of the projector, consists of a system of docks and piers, with grante water fronts, running along the seaboard of the Island, forming a perfect encasement of the Island, forming a granite wall laid in hy-

or constructing a granite wail laid in hydraulic cement, giving twenty-lives feet draught to water, without any obstructions as present by the water, without any obstructions as present by the water, without any obstructions as present by the form piers, by which a lodgment is made of the retuse of the city which a lodgment is made of the retuse of the city which permitted to accumulate and acted on by the solar rays, produces miasmaic vapors, spreading peatlence within its neighborhood and reducing the depth of the river one foot annually. In consequence of the low gradelfor running off the scuse of the city, not exceeding six to nine feet between high and ebbtide, it is impossible to clear the refuse from the present severs. It is facessary, therefore, to adopt principles suited to the necessities of the island. Receiving basins are to be arranged, running along the water front and under South and West streets, twenty feet below the present severs in the present severs, and by the floodgates constructed on tile front of the granite wail and at right angies with the piers, which pass over each foodgate at five feet rise and 150 reet projecting into the river, spanning six granite columns, fifty feet cross section, giving the face of the roadway a superficial area of 150x50-7,600 feet, with string beams around, to prevent carts, &c., failing off. Through these floodgates the refuse accumulated in the basins from the sewers is taken of by means of scows or lighters, pussing under the piers of the construction of the granite encasement curis of all tidal influx, and would have the feet of gring a perfectly dry formation of earth, in place of the saturated mass as at present, which washes the flith of the various sinks in on the basements of the lower wards. The granite encasement curis of all tidal influx, and would have the effect of gring a perfectly dry formation of earth, in place of the saturated mass as at present, which washes the flith of the various sinks in on the basements of the own washes to the prop

reionies are perpetrated night and day to a most aurning ex-tent.

There is an entire absence in New York of any special sys-tem of warehouses for the storage of merchandise, either de-signed for export, or for imported goods in bond, as in all-other agricultural, commercial and manufacturing countries, a requirement which has compelled the general government to resort to and depend upon the use of such ordinary build-ings or stores about the city as could be hired or offered for that purpose, all of which are within and immediately ad-joining the compact lines of structures forming our streets and thoroughfares, and are not only considerably remote from the shipping, but absolutely inaccessible except by crossing the sidewalks used by the pedestrian masses of the metro-poils.

THE PONTEZ PLAN.

Mr. Theodore E. Tominson proposed the following plan from Charles Pontez, of Harlem:—

plan from Charles Pontez, of Harlem:—

To form a wharf, a series of pairs of columns of stone masony twenty feet in diameter, with foundations extending to a depth of about thirty feet, are placed directly opposite each other at a distance of 115 feet. The spaces between these columns are spanned by caissons, of a size of columns are spanned by caissons, of size of columns. These caison where the constructed as massively and durable as the structure designed to sustain the 85,000 tons of masonry which will form the pier of the Brooklyn bridge. To place and secure the caissons in their position and to raise them when required, they are furnished with a balance chamber like a dry deck, and when they are floated to their piaces made to sink by admitting water muo the chamber, the ends of each vessel sinking through deep vertical grooves formed in the masonry, and finally resting, at the depth of fifteen feet, on broad shoulders

THE GIFPIN PLAN.

Mr. R. A. Gilpin read a lengthy communication to the Board, in which he advocated a plan of constructing piers running in an angular channel, so as to conform to the action of the current. After the reading of this document the Board adjourned until twelve o'clock to-day.

The work under this department is going on in a most commendable manner. The various places under the control of the department show signs of under the control of the department show signs of great improvement, while the providing of music in the parks affords amusement and delight to hundreds in all parts of the city. The improvements contemplated in Park avenue do not seem to meet the approval of the residents and property owners along the avenue. With a view to conciliate all interests, the Executive Committee of the department will meet to-day at two P. M., at Commissioner Hilton's office, to hear suggestions from parties interested in the proposed improvement.

The Department of Public Works is also working along effectively in all parts of the city. Besides the improvements already noted in enth street, from University place to Sixth avenue. This is a composition made of coal tar, silica and This is a composition made of coal tar, silica and sulphur. It is extremely hard and in a few hours after it is laid is solid as granite. It is laid on a bed of small broken stone, and during the process of construction travel on the street is not interrupted. The department is laying the pavement in Elevenin street as an experiment, and so far the block and a half which has been finished promises entire satisfaction. The parties having charge of the pavement, under the direction of the Department of Public Works, claim there is no odor from the pavement even in the warmest weather. The residents along Eleventh street were decidedly opposed to the new pavement at first, thinking it might be something like the Fifth avenue plaster but are now quite pleased with it. In relation to the PUBLIC FREE BATHS

Mayor Hall sent the following communication to the Common Council yesterday, but as there was no quorum it was not acted on:—

With characteristic energy the Commissioner of Public Works has in a few weeks, and with the limited appropriations at his command, procured two free floating baths, which will shortly be opened to the public—one at the foot of Fifth street, East river, and one at the foot of Thirteenth street, North river. The Common cream to the foot of Fifth street, East river, and one at the foot of Thirteenth street, North river. The Commissioner hopes to accomplish a rental of two or three other floating baths, which may be rented for the season at a comparatively trifling arpense. In now becomes necessary to place the baths under proper direction and authority, and to authorize regulations. I submit a draft of a short ordinance, which I hope will be immediately passed, so as to make at once effective the very trifling benefit to the public.

The Mayor, Aldermen and Commansity of the City of New York, in Common Council convened, do ordain as follows: sulphur. It is extremely hard and in a few hours

New York, in Common Council convened, do ordain as fol-ligation 1. The free floating baths which may have been purchased by appropriations from the city treasury shall be placed under the control and government of the Depart-ment of Public Works, and the use of said department, which is authorized to perfect and promulgate all suitable rivies and regulations. Breaches of such rules and regula-tions shall be punishable by a fine not exceeding fire doulars for one offence or by imprisonment not exceeding one day.

RELEASE OF GENERAL GLEASON.—The President has ordered he release of General Gleason and proceedings against him discontinued, it appearing that he beforged to the Fenian organization which is opposed to the Jivasion of Canada.—Ogdensburg Journal, June 21.

THE COURTS.

A Counterfeiter Bailed-The Chronic Erie Difficulty-Married, Not Mated-The Fenian Scandal-The Romance of a Wardrobe, or the Vulgar Fact of a Hotel

Bill - Dry Legal Facts.

UNITED STATES CIRCUIT COURT. Bailed.

Before Judge Biatchford. Ethelsea Woodward, charged with selling counterfelt money, was discharged to-day on motion of counsel on his own recognizance. He has been in prison since September last.

SUPREME COURT-CHAMBERS.

The Fisk-Ramsey Litigation.

Before Judge Barnard.

James Fisk, Jr., vs. Joseph H. Ramsey et al. Tames Pisk, Jr., vs. Joseph H. Ramsey et al.—
The defendants in this suit moved yesterday to strike
out the suplemental complaint filed in this suit
charging that the Albany and Susquehanna directors had paid Mr. Ramsey a large amount of money
and considerable stock, as alleged after the original
complaint being filed. The motion was argued yesterday at some length by Mr. Field for plaintiff and
Mr. Tracy for the defendants. Decision reserved. A Divorce and Its Sequel-A Loving Epistle.

Before Judge Cardozo, William Carleton vs. Catharine Carleton.—But a very short time has elapsed since William Carleton and his wife Catharine were living together as happy as man and wife could be. This state of affairs was not of long continuance, for William Carleton either no longer loved his wife or suspected her of unfaith-folicess. He accordingly brought a suit for divorce; but instead of succeeding in his design he met with a most disastrous defeat. Catharine, the defendant to the sait (who seems to have truly loved her liege lord), made countercharges of infidelity and succeeded not only in establishing her own innocence but in obtaining an absolute divorce, and was allowed temporary alimony. After having procured the divorce she married again, and upon Carleton learning this fact he refused to pay any further alimony, which it was very natural he should. A writ of attachment, non-bailable, was issued against him, and he was arrested. His counsel obtained a writ of habeas corpus and had him brought before the court yesterday, when a motion was made to vacate the writ of attachment. Connsel also stated that Mr. Carleton's profession (he is an actor at present at the Tammany) required him to travel a good deal and that his counsel was not able to pay the alimony. Judge Cardozo held that the writ of attachment should not have been made non-bailable and accordingly admitted Mr. Carleton to bail in \$250.

The following letter, an excellent specimen of a gushing love-letter, breathing passion and devotion in every word, was read; and was written, it is stated, after Mrs. Carleton's second marriage. The unfortunate man must feel pleasant when he reads it:—

WILLIAM CAULTON Irish Comedian
In care of frank queen Clipper Office
New York.

THE LETTER:
ON BOARD STRANMINI GRO WASHINGTON;
April 11th 1870;
MY DEAR WILLIAM—I have at last complide with yo
most ardent wish. I have left New York and have arrive

My DEAR WILLIAM—I have at last compiled with your most ardent wish. I have left New York and have arrived asfe at new orieans this morning, a thing whitch I ought to have done long ago. Yes my garling have left for your aske, for with all my ereing ways and faults, and with all your faults my darling, I love you better than any living man on earth. Yes my darling I love you to my hearts core and well you know it and I do truly say from the bottom of my heart a curse on harley ten thousand times a curse on him for he has been the cause of all our unhappiness. It was a sad day for me that I ever laid my eyes on him but my darling billy I shall bury him with the past forever, and banish him entirely from my memory. Yes my darling you can believe me truly when I tell you I have given up New York and all its gaystiles to come out here to try to lead a better and purer life. and my darling if you wash to come and share it with me I will send you the money te come on with, for believe me degreet I have given up everything for your dear sake and my darling I am reddy to lay down my life for you and to do anything in the world iffyou will only come to the open arms and bleading beart of your loving but erring Kate, for my darling I shall never know a moments happiness untill you are with me. dear billy if you have any love or affection for me do come and branch the breath eart of an ereing but repentant woman for darling I shall never come and shall never know a moments happiness untill you are with me. dear billy if you have any love or affection for me do come and branch the breath eart of an ereing but repentant woman for darling I shall never know a moments happiness untill you are with me. dear billy if you have any love or affection for me do come in the money right away if you write as soon as you receive the money right away if you write as soon as you receive this letter. Please answer quick as possible for on my darling for cannot fongin what I have sufered since I parted from you. dear billy, if you will only

SUPERIOR COURT-SPECIAL TERM. The Fenian Fund Decreasing.

Before Judge McCunn.

John O'Mahoney vs. John Lauciess, August Belmont, Earnets B. Luckey, Addison J. Rice and W. mont, Earnets B. Luckey, Addison J. Rice and W. J. Wilson.—This rather complicated case has been before the courts so long and so often that it is needless to give the particulars of it. Yesterday it was up on an application by the receiver to have his fees paid out of the \$20,000 in his possession, which the Court ordered defendants to place in his hands. The Court granted the application, saying, that as all the other attorneys and counsel engaged in the litigation received \$2,500 for their services the receiver and his counsel were entitled to an equal amount. If the httgation continues much longer the Fenian fund will be non est furentus, which will be, perhaps, about as fair an an issue as could be arrived at.

The Livingston Hotel Bill. Before Judge Barbour.

chel A. Livingston vs. Frederick Lachmeyer d .- In this case the jury rendered a verdict for the

> SUPERIOR COURT-SPECIAL TERM. Decisions.

Before Judge Friedman. McDonald vs. Titus,—Motion granted. Polhamus vs. Gaintsee.—Motion granted. Jones vs. Miller, &c.—Motion to punish for con empt denied, and S. E. Noisn appointed receiver, Bennett vs. Bunker.—Motion granted. Gildersleeve vs. Feeny.—Motion denied.

COURT CALENDARS-THIS DAY.

SUPREME COURT—CIRCUIT.—Part 2—Before Judge Brady—Short causes.—Nos. 6460, 6596, 6762, 6830, 4416, 4818, 2802, 4820, 5604, 6128, 6280, 6426, 6424, 6618, 6708, 6794, 6807, 6856, 6881½, 6912, 6924, 6932,

5018, 5708, 5708, 587, 5830, 58512, 5712, 5722, 5932, 5944, 5958, 5988.

SUPREME COURT—CHAMBERS—Before Judge Barnard.—Nos. 67, 68, 69, 70, 71, 72, 87, 88, 135, 158, 166, 178, 201, 218, 239.

SUPREMOR COURT—TRIAL TERM.—Part 1—Before Judge Spencer—Short causes.—Nos. 1774, 2189, 3245, 2658, 3221, 2743, 3182, 3167, 3038, 3093, 2686, 2930, 3184, 3165, 2714, 2943, 2944, 3023, 3258, 3259, 2818, 3053, 2281, 3278.

2005, 3241, 2426, 3154, 3151, 3056, 3065, 2356, 2350, 3164, 3165, 2714, 2943, 2944, 3023, 3258, 3259, 2318, 3055, 2281, 3278, COMMON PLEAS.—Part 1—Before Judge Loew—One hour causes.—Nos. 1968, 1915, 1988, 1977, 1555, 1595, 1544, 1397, 1900, 1901, 1904, 1709, 1739, 1972, 1919, 1261, 1544, 1397, 1900, 1901, 1904, 1709, 1739, 1972, 1919, 1261, 1961, 1552, 1582, 682, 1824, 1407, 1568, 1814, 1348, 660, 1946, 1644, 1647, 1648, 1649, 1477, 1478, 1446, 504, 1537, 1538, 1321, 1405, 1435, 1503, 1548, 1651, 1552, 1558, 1559, 470. Part 2—Before Judge Alker.—Nos. 1350, 1006, 1086, 1283, 1335, 1436, 1461, 1490, 1331, 1545, 1547, 1549, 1127, 1488, 1550.
COURT OF GRNERAL SESSIONS.—The People vs. Archibald Craig, robbery; Same vs. George Palmer and John H. Mason, burglary: Same vs. James Dobbins, do.; Same vs. Henry McCord, John Shafer and Simon Bernard, grand larceny; Samelys. William C. King, forgery; Same vs. Jacob Schaalman and Frederick Goodall, false pretences; Same vs. George Bennett, disorderly house.

UNITED STATES DISTRICT COURT. Action to Recover an Alleged Loan.

Before Judge Benedict. George W. Higgs and others yesterday fied a libel

THE FIGHT FOR THOSE BONDS.

Another Examination Before the Surrogate and Further Revelation of Interesting Facts-Evidence for the Prosecution About

ging its slow length along, but with the encouraging promise of soon reaching the end of its tether, there was another hearing yesterday afternoon before Surrogate Hutchings. The testimony of the several witnesses called, though not vitally important, was interesting, as developing some new and interesting

SIMPLY TO OBLIGE A PRIEND. William P. Colgate, against whom an attachment was issued requiring his attendance at court, but whose absence was explained in a manner satisfac tory to the Court, was the first witness called. He testified that he was employed in the Internal Revenue Department of the Sub-Treasury Office in this city. His business was paying interest on coupons. He never knew Captain Alexander; about a year ago George Gardiner, son of Mr. and Mrs. Ira C. Gardiner, gave him a coupon bond for \$1,000 to sell for him, which he did simply to oblige a friend; he would swear there were not three bonds; he only recollected one bond; Mr. Gardiner said he wished him to sell this for him, as he would probably save the commission; he never sold any other bond for George Gardiner; since this transaction he had had no conversation with George Gardiner regarding the affair; he took the bond to Henry Clews? office, in Wall street, and sold it to a clerk, but could not tell the name of the clerk; he went to the gold desk instead of the paying teller's; he could not tell the amount he was paid; a check was given him, which check he took to George Gardiner, and on the latter saying that he wanted money instead of a check he took the check back and got the money; the check was made payable to his own order and he endorsed it, and then the money was paid to him.

Q. Are you willing to swear that you never sold another bond for Mr. George Gardiner? A. I remember only one occasion.

Q. Where is that check now? A. I understand it is in possession of Judge Fullerton.

Q. It is, and also another check of yours negotiated for George Gardiner, and still you remember only one transaction? A. Only one; witness did not know Mr. James W. Graff; he did not know of arginated for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the office selling bonds for George Gardiner had been in the tory to the Court, was the first witness called. He testi-fied that he was employed in the Internal Revenue De-

this for himself, and there was no necessity of his doing it for him.

SOMFTHING ABOUT A SENSATIONAL NARRATIVE. Peter B. Urlek, the next witness, testified that he was a teacher in a public school in Hariem; he never knew Captain Alexander; he did not tell a reporter of the Sun that he had known Captain Alexander ten years previous to his death; he gave the reporter the address of Captain Swain, who could give him material for a sketch of the Alexander case, and upon which the sensational narrative in the Sun was based.

which the sensational narrative in the source which the sensational narrative in the source based.

Q. You are a son-in-law of Mr. and Mrs. Ira C. Gardiner? A. Yes, sir.

Q. Did you not see any bonds in the possession of Mr. and Mrs. Gardiner, one or both of them, at the time of their arrest by Deputy Coroner Shine? A.

on their arrest by Deputy Coroner Shine? A. No, sir.
Q. In the possession of Mrs. Graff or your wife? Q. In the possession of Mrs. Gran or your where A. No, sir.
Q. After Mrs. Gardiner's arrest did she not give you papers to keep? A. She could not very well, as she was handcuffed.
Q. Did you or did you not at the time of your marriage give money to Mr. and Mrs. Gardiner? A. No,

sir. Q. Did you before your marriage give either of them money? A. No, sir. Q. Have you given them money since? A. Oh, yes; frequently. Q. For what? A. Board.

yes; frequently.

Q. For what? A. Board.

ACT OF EROTHERLY KINDNESS.

William T. Graff, the next witness, stated that he was a lawyer and brother of James W. Graff, son-in-law of Mr. and Mrs. Ira C. Gardmer; his brother called on him for professional advice regarding disposition of bonds; Mrs. James W. Graff also called on him once in regard to the same matter; neither Mr. nor Mrs. Gardiner had ever called on him professionally; he had never been told how they came in possession of the bonds referred to, and all he knew was what he had read in the papers; he never heard of his brother having over \$4,000 in bonds; these bonds were placed in his (the witness') safe and remained there two or three days; he thought that Captain Alexander might have been buried at this time; none of the bonds and none of the proceeds ever came into his possession.

Two other witnesses were called, but neither answering to their names the case was here adjourned. It is believed that another session will exhaust the testimony on Mrs. Burke's side.

OUR HOME STAMINA

Condition of the Crops on Long Island-What is Being Most Extensively Raised and the Average Yield-The Season the Best in Many Years.

ant over the prospect of a great crop this season.

The prospects are very promising, and the farmers years, notwithstanding the fact that the coming of spring was late. The potato crop promises well and if nothing injurious to its growth occurs will be unusually productive. The Early Rose, Samaritan and Sebec are almost fit for digging, and many of the first mentioned have found their way into the market already. The stalks are thick and julcy; and the evening dews and midday suns have so prepared the earth as to give them good root. The Garnet, Chile, Jackson Whites, white and red Peachblows, Mercers and Buckeyes seem to be most cultivated. The Peachand Buckeyes seem to be most cultivated. The Peachblows seem to have the preference, for the reason
that they are more lasting and marketable. It is estimaied that over two million bushels will be gathered
this season, more than two thirds of which will find
a market in this city. Last year 4,000,000 baskets of potatoes were sold in this city, 500,005
bushels having been exclusively furnished by Riverhead. Their cultivation is not so general this year,
owing to depreciation in price last year, many farmers sustaining serious loss thereby. The deficiency
is supplied with turnips and grain. The rutabaga
tarnip is the principal one cultivated. The rye crop
looks admirable, and two or three weeks of continnuch neat will make it fit for harvesting. Carrots for
table use and for horses are not much cultivated,
finding root only in new made ground by way of a
fertilizer. Beets are also scarce, and the agricultural mind is divided as to the best species, of which
there are four—the blood, sugar, mangel and orange. The cultivation of onions is more an employment of the gardener, although some extensive
farmers cultivate the red onion for market, delaying
their sale till late in the winter. The early cabbage
is not very extensive; but nevertheless every farmer
has more or less of it growing. This is owing to the
fact that the winter cabbage is the most sought,
and the rot almost invariably destroys the early species. The drumhead has the preference, both in cultivated to any great extent, as they
rot easily and are not vitalizing to the
soil in case of decay; moreover, it is a waste of soil,
as but one crop can be taken from the field. Lima
beans and peas occupy considerable soil this season,
which can only be accounted for by the fact that
two crops can be taken from the field before winter
sets in. Parsley is not cultivated for the market except by gardeners who have a special contract for
its sale. The pumpkin is advertused indiscriminately,
as it does not require extra soil or attention. They blows seem to have the preference, for the reason that they are more lasting and marketable. It is esti-

extensively.

The fruit crop is very promising, as the weather

Before Judge Benedict.

George W. Higgs and others yesterday filed a libel against the British schooner Catharine John, they having sued to recover £208 &s. for repairs done to the vessel and £1,282 3s., which latter amount they claimed they loaned the capital at Nassau, where the repairs are alleged to have been executed. The amount of the alleged loan and interest thereon is \$7,488.

KIRGS COUNTY COURT OF DYER AND TERMINER.

Alleged Perjury and Lurceny of a Judgment Real.

Before Judge Pratt and Justices Voorhies and Johnson.

A motion was made yesterday morning in the Court of Oyer and Terminer to have admitted to bail Frank Archibald and John M. Holt, who are now in jail under indictment on the charges of perjury in a divorce suit, and of stealing the judgment roll in the Dalzell divorce case from the County Clerk's office. The accused are alleged to have been in collusion with Fisher, the divorce lawyer, who was indicted some time since and jumped his bail. He is yet at large.

The fruit crop is very promising, as the weather was accedingly favorable while the trees were in allow. The apple trees are heavily laden, as are allowed to pear trees. The grapes and other garden as accedingly favorable while the trees were in allow. The apple trees are heavily laden, as are allowed, he said to the pear trees. The grapes and other garden as exceedingly favorable while the trees were in allow. The apple trees are heavily laden, as are allow. The apple trees are heavily laden, as are allow. The pear trees are leavily laden, as are allow. The apple trees are heavily laden, as are allow. The apple trees are heavily laden, as are allow. The pear trees are leavily laden, as are allow. The pear trees are allowed, well, and the first supplied to have demand the pear trees. The propose and the first supplied to favorable continued at the area assuming a purple appearance. The average yield per acre on Long less there will be a great yield. The cherries are fast ripening and the fruits in general are assuming, as the execut

THE HOOSAC TUNNEL.

PRESENT CONDITION OF THE WORK.

It Will Be Completed in Three Years.

Few of the many who have heard of the Hoosac tunnel appreciate its importance, either as a great undertaking in engineering or in relation to its value when completed. With all the modern appliances that have been brought to bear in its construction the work has dragged along through many years, fully demonstrating that mountains cannot be "bored" with impunity. Its construction has already cost militons of dollars and hundreds of lives. Its length, when completed, will be four and threequarter miles, the entire distance, excepting a few undred feet at the western end, being out through solid rock. PRESENT CONDITION.

made. It showed that 7,043 feet had been accom-plished at the eastern end, and 4,992 at the western end. This leaves about two and one-half miles yet to accomplish. The Messrs. Shanley, who now have the work under contract, are pushing it forward with much greater rapidity than ever before. About fifty feet per week is now the average progress, and when the central shart shall have been sunk to the grade of the tunnel (of which it now lacks ninely-four feet) headings will be started both ways from it,

when more rapid advance will be made. The contractors are consident that trains will be running through the tunnel winn three years. Their time for finishing the contract expires March 1, 1874.

To the Tunnet.

Up through the valley of the Hudson for one hundred and fitty miles to Troy, and from thence through the lesser valley of the Hoosac for about thirty more brings you to North Adams, which is tocated at the western base of the Hoosac mountains. A pretty, busting village it is, with a good hotel, two newspapers and several important manufacturing interests. We reached North Adams, which is tocated at the western base of the Hoosac mountains. A pretty, busting village it is, with a good hotel, two newspapers and several important manufacturing interests. We reached North Adams at night, and early the following morning prepared for the trip to the numel. A horse was mustered into service for the purpose and mounting him we started off. A ride of haif a mile brought is to the west shaft," which we prepared to descend. And here lot us remark that visitors are well received by the superintendents and employed, and are furnished with ever facility for inspecting the great work. The descent at this point is made in a sort of box elevator, one on one side to admit a car, such as the rock and déaris are taken out off the property of the single property of the property of the single property of the single property of the property of the single property of the foreman of the gang of ment then a work. From the bottom of the single property of the foreman of the gang of ment then a work. From the bottom of the single property of the si

upward way, the bucket being raised slowly, in order that we might examine the work. From the central shaft we rode down the eastern side of the mountain to

THE KAST END

of the tunnel. Here 7,043 feet, or nearly a mile and a half, had been accomplished. The trip into the mountain at this point was made more rapidly and pleasantly than at the others. Mounting an empty car, drawn by a mule and driven by a boy, we were conveyed to the heading at a spanking pace. These cars are little trucks or carriages, six, feet by four, and about two feet high, and are used to carry out the blasted rock. The percolation of the water through the rock overhead, a short distance from the entrance, gave promise of discomfort, but the drippings ceased as more solid rock was reached. The darkness became intense, and seemingly blacker from the feeble lantern carried on the car. The murkiness enveloped us like a mantle, and the light scarcely penetrated it. A look back disclosed only a sickly, bluish light at the entrance, and even that soon faded away. Our driver suddenly screeched out "Down with yer head |" and was hurriedly followed his injunction, just in time to avoid collision with a sort of timber work erected where soft rock was encountered. Finally, a group of fire bugs dancing before us, with the sound of the drills, gives us warning that we are approaching the spot where the finishers are at work. They are on a platform above our heads, and we barely caught a gilinpse of them as we bobbed our heads to avoid the timber work. We might be going in, or we might be going out, for all that we could tell, until our eyes get a little accastomed to the gloom, so that we were able to see the paged rock rushing past us. More fire bugs and more sound of drills presage the approach to the enlargement, after which the size of the tunnel decreases considerably. For the remainder of the lourney, about haif a mile, the roof of the tunnel decreases considerably. For the remainder of the lourney, and the heading another gang of workmen were